



The Fly-By

A Quarterly Publication of the
Southwest Region
October, 2016



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The Fly-By is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

Text may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a text file or, if generated in a word processor, saved in .RTF format).

Images must be in JPG format, un-retouched, un-cropped, and at least 1200 by 900 pixels.

Credits: In all cases, please give full grade, name and unit of assignment of

1. The article's author,
2. Photographer, and
3. Any person mentioned in the article or photos.

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Send submissions to the Editor at:

awoodgate@austin.rr.com

Message size limit: 20 MB

SWR Commander's Corner

Welcome to the latest issue of Southwest Region's newsletter, The Fly-By. In this issue I would like to pause and, with you, celebrate the amazing people we have in CAP, doing amazing things in service to community, state, and nation.

Collectively, we are conducting a year-long celebration of CAP's 75th anniversary, which officially falls on Dec. 1, 2016. On Dec 1, 2016, Civil Air Patrol will have a blowout gala in Washington, D.C. But let's use every opportunity to celebrate our 75 great years together and our members' tremendous accomplishments.

If you cannot attend the big 75th anniversary celebration in D.C., throw yourself a party where you are. I know that Oklahoma Wing plans to have a wing-level party, and perhaps some other wings will do so too. But something that would be easy to do, and a lot of fun, too, is to have a CAP 75th anniversary party in your squadron. Have fun celebrating CAP's great accomplishments, and also your contributions to the local community. You could invite others to celebrate with you, perhaps turning the event into an open house.

Of the countless amazing things that you do, let me highlight just one – Cyber Patriot. Cyber threats are on the rise. CAP has a wonderful partnership with the Air Force Association for the Cyber Patriot program, and every year CAP teams win top honors amongst the hundreds of teams that compete in the event. I would like to take the opportunity to highlight those teams in Southwest Region who performed especially well.

High School Category

1. CAP-SATX, Group V, Texas Wing
2. Albuquerque Heights Spirit Composite Squadron, New Mexico Wing
3. TX-076 Crusaders, Texas Wing

Middle School Category

1. Cleveland County Composite Squadron, Oklahoma Wing

2. Laughlin Air Force Base Composite Squadron, Texas Wing
3. TX-388 Phoenix Composite Squadron, Texas Wing

Congratulations to the cadets and senior member advisors of these teams for their exceptional performance! Cyber Patriot is a vital initiative, and I encourage everyone to field a team for next year's competition.

Happy 75th anniversary to you, Southwest Region! Thank you for all you do for CAP, and remember our vision:

Southwest Region – Leading the way to mission success!

Col. Mark Smith, CAP

Southwest Region Commander 🇺🇸

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Safety is Priority One

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/>

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: http://www.capmembers.com/safety/safety_education/

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at <http://www.capmembers.com/safety/safety-newsletters-2248/>
- ***Safety is our Number One Priority.***

How to Submit News Items for this Newsletter

- ***Which Articles Are Best?***

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

- ***Do I Submit Photos?***

Articles with no photos may not be selected for publication. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

- ***If You Have Article Ideas or Suggestions***

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to comment on the material published here, please feel free to contact the editor: awoodgate@austin.rr.com. 🇺🇸



Arizona Wing Cadet Colonel Klara G. Olcott Named Cadet of the Year

by 2nd Lt. Margot Myers, CAP, Arizona Wing

PHOENIX – At the CAP National Conference in August, Cadet Col. Klara G. Olcott, a member of the Arizona Wing’s 388 Composite Squadron in Glendale, Ariz., was recognized as the CAP Cadet of the Year. This award is given annually to the cadet who demonstrates outstanding

leadership in CAP, as well as academic excellence. The nominee must have earned the Amelia Earhart Award and be a current CAP member.

Since at the time of the National Conference Olcott was participating in the International Air Cadet Exchange program in England, her award was accepted by her mother, CAP 1st Lt. Joy B. Olcott, also a member of her squadron.

Cadet Olcott joined CAP when she was 16 years old, at the suggestion of a family friend. She achieved her Spaatz Award and was promoted to Cadet Colonel at the age of 20. In late August, just after receiving her Cadet of the Year honor, Olcott turned 21 and is now Capt. Olcott, a senior member of her squadron. She remains an active member of Arizona Wing's Ground SAR team. Earlier this year, Olcott told *Flying* magazine, "I've learned perseverance and willpower, and community, organizational and cooperative skills I can use the rest of my life."

Olcott served as Chair of the National Cadet Advisory Council, which during her leadership adopted six strategic projects for national implementation. She has been a highly successful member of the CAC at all levels. In recognition of her many achievements and service to CAP and the Cadet Corps, SWR Commander Col. Mark Smith presented her with a CAP Exceptional Service Award earlier this year (perhaps the highest award ever conferred on a CAP cadet).

Closer to home, she has made an impression as one of the most active and reliable members of her squadron, as well as a leader of the Wing's Ground Search and Rescue Team, which was recognized in the two previous years as CAP's Ground Team of the Year.

In 2015, she was heavily involved in the Air Force Rescue Coordination Center's largest SAR mission to date, looking for a missing five-year-old boy in hazardous mountain terrain and extreme weather conditions over five days. She has also participated in multiple missions for Operation Angel Thunder, the world's largest SAR exercise, sponsored by the U.S. Air Force and NATO. In 2016, Olcott served as commander of the cadet cadre at Arizona Wing's summer encampment, held at the U.S. Army's Ft. Huachuca in southeastern Arizona.

A member of the Air Force Association, the Aircraft Owners and Pilots Association and the Experimental Aircraft Association, she has soloed in a powered aircraft and taken advantage of five CAP encampments and 10 summer activities. In addition to her many CAP honors, Olcott recently received the Girl Scout Gold Award, the highest achievement in Girl Scouting. Her Gold Award project focused on the importance of wearing an emergency ID at all times, especially for young people who do not yet have a driver's license.

"I went from thinking pilots were special to realizing I could be one," Olcott told *Flying*. "I soloed a CAP Cessna 172 with 8.2 hours in 2013. I hope to ... fly SAR missions. And one day I'd like to fly jets," she said. 🇺🇸

Right: Cadet Col. Olcott rappels on the 60 ft. tower at Hawk Mountain.





October, 2016

Left: U.S. Navy Ensign Joel Buckner on the day of his first solo flight in a T-34B Mentor (background) on March 1, 1966. (Photo: US Navy, Pensacola NAS)

Arkansas Wing's Lt. Col. Joel Buckner Earns the FAA Wright Brothers Master Pilot Award

*by Capt. Brad Kidder, CAP,
Arkansas Wing*

LITTLE ROCK, Ark. – On March 1, 1966, Ensign Joel K. Buckner flew his first solo flight in a Beechcraft T-34B Mentor at the U.S. Navy Flight School, Pensacola, Fla. Fifty years and more than 3,200 flight hours later, on March 18, 2016, Civil Air Patrol Lt. Col. Joel K. Buckner piloted Arkansas Wing's newest G1000-equipped Cessna 182T on a disaster relief mission in southeast Arkansas; his crew was tasked with providing real-world flood damage assessment photography for the Arkansas Department of Emergency Management.

CAP Capt. Heather Metzler, FAA Safety Team Program Manager for the Flight Standards District Office in Little Rock is a proactive voice for aviation safety by way of FAASTeam safety

workshops throughout the state, and is also a fellow mission pilot of Buckner's at the 42nd Composite Squadron in Little Rock. She knew Buckner's story and how to pay tribute to his impeccable record of flight safety.

In 2005, the FAA created the Wright Brothers Master Pilot Award – the most prestigious award the FAA can issue to pilots certified under Title 14 of the Code of Federal Regulations (14 CFR) part 61. Named for America's first aviators Wilbur and Orville Wright, the award recognizes as "Master Pilots" those individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft. Eligibility requires nominees to hold a pilot certificate, have 50 or more years of civil and military flying experience, be a U.S. citizen, and never have had a revocation of any airman certificate.

On June 24, 2016, at a ceremony held at Little Rock's Bill and Hillary Clinton National Airport, thanks to Metzler's and Buckner's commitment to safety in aviation, Joel Buckner became Arkansas' 37th recipient of the Wright Brothers Master Pilot Award.

Approximately 1,950 of Lt. Col. Buckner's flight hours were logged as a naval aviator. At the age of 22 in 1966, Buckner transitioned from the Mentor to become carrier-qualified in the T-28 Trojan, followed by a multi-engine rating in the Grumman TS-2 Tracker and graduation from flight training in January, 1967. Buckner would then fly the Grumman C-2 Greyhound and E-2

Hawkeye through two tours in Southeast Asia, with over 300 launches from 17 different aircraft carriers, earning him the Navy Commendation Medal with Combat Distinguishing Device.

Buckner claims that his recruiter told him he would “spend weekdays chasing Russians in the eastern Mediterranean and weekends chasing girls in the south of France” – enough to entice a college student to sign on the dotted line. “What *actually* happened was a westbound cruise aboard the USS Kitty Hawk, from San Diego straight to Yankee Station. I have yet to see the Mediterranean,” laments 72-year-old Buckner.

After leaving the Navy in 1971, Buckner joined the civilian job sector specializing in mortgage finance and real estate appraisals, at one time serving as president and chief executive officer of Worthen First Mortgage. Buckner watched the events of Sept. 11, 2001, play out on a client’s television set while conducting a residential appraisal. Seeing the World Trade Center buildings fall made a deep impact in him, making him feel that a response was necessary. “This was *real*. But I was too old to go back to sea. I couldn’t just sit on the sidelines, either. So I looked for a place to serve,” recalls Buckner. When friend and fellow-aviator Dr. James Bryan suggested Civil Air Patrol as the option of choice, the decision was an easy one.

Mr. Buckner entered Civil Air Patrol in July, 2002, as a captain, matching the grade he wore when leaving the Navy (Lieutenant). Almost immediately, he was asked to serve as commander of the 42nd Composite Squadron in Little Rock, a position he held for three years. The wing then named him wing finance officer, and subsequently was chosen as wing vice commander by both Cols. Robert Britton and Doug Alexander.

Lt. Col. Buckner currently serves as Arkansas Wing’s director of safety. Preferring a hands-on approach to personal visits to each squadron, meeting with unit safety officers to tailor specific programs based upon unit needs, Buckner’s keen guidance, follow-through and attention to detail garnered Arkansas Wing the prestigious 2016 Paul W. Turner Safety Award that is presented to the Civil Air Patrol Wing with the most outstanding safety program based upon overall operational achievements and specific contributions to safety. Arkansas Wing’s nomination for the Turner Award was a direct result of measurable outcomes from Lt. Col. Buckner’s wing safety program.

That Lt. Col. Buckner has accumulated 50 years of safe flying that merit an FAA Wright Brothers Master Pilot award is not happenstance. That the result of his commitment to safety has been recognized by higher headquarters within Civil Air Patrol via the Turner Award is no coincidence, either. A history replete with carrier launches and landings, operating in theaters of war, responsible for safety of both crew and craft during day and night, in any weather and all without incident is a very rare occurrence. That this accomplished aviator now serves the Air Force Auxiliary as a civilian volunteer, flying low level profiles at 1000 feet above ground in the name of service to his country, speaks to the character and dedication of an exceptional pilot. 🇺🇸

Right: Arkansas Wing Director of Safety Lt. Col. Joel Buckner, shown flanked by models of a Grumman E2C Hawkeye which he flew for the Navy, and a Cessna 182T/NAVIII which he flies for Civil Air Patrol. (Photo: Deborah Buckner)





Top: (L-R) Brig. Gen. Thomas P. Bump, Land Component Commander of the New Mexico National Guard, presents the Gen. Carl A. Spaatz Award to Cadet Col. Hugh A. Shortt. (Photos: Lt. Col. Jay T. Tourtel, CAP)

Shortt Becomes New Mexico Wing's 24th Spaatz Cadet

by Lt. Col. David G. Finley, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On Sept. 11, 2016, in a ceremony at Kirtland Air Force Base, Civil Air Patrol Cadet Hugh A. Shortt received the organization's highest cadet honor, the Gen. Carl A. Spaatz Award. The Spaatz Award is earned by cadets who have demonstrated excellence in leadership, character, fitness and aerospace education.

The award was presented by Brig. Gen. Thomas Bump, Land Component Commander of the New Mexico National Guard. Bump praised Shortt's achievement, and noted that the dedication of young Americans such as Shortt means that, "there is hope that the future of our country is in good hands."

Only one-half of one percent of CAP cadets nationwide earn the prestigious Spaatz Award. To do so, they must pass a rigorous four-part exam consisting of a challenging physical fitness test, an essay exam testing their moral reasoning, a written exam on leadership and a comprehensive written exam on aerospace education. Upon passing the Spaatz Award exams, the cadet is promoted to the grade of cadet colonel.

Present at the ceremony, representing past Spaatz Award recipients in New Mexico Wing, were New Mexico Wing Public Affairs Officer Lt. Col. Jay T. Tourtel, New Mexico Wing Assistant Director of Cadet Programs Lt. Col. Andy Selph and Group 800 Administrative Officer Maj. Gwen Sawyer.

Shortt is the 2,067th cadet nationwide to earn the Spaatz Award since its inception in 1964, and only one of 24 in New Mexico Wing. Following the presentation of the Spaatz Award, Shortt received his new grade insignia of cadet colonel, which was pinned on by Brig. Gen Bump and



Cadet Shortt's brother, Cadet 1st Lt. Owen Shortt. The insignia used were provided by CAP Maj. Gwen Sawyer, the eighth cadet nationwide, the first cadet from New Mexico Wing and the first female cadet ever to earn the Spaatz Award.

Left: Cadet Shortt (center) receives his cadet colonel insignia from Brig. Gen. Bump and his brother, Cadet 1st Lt. Owen Shortt.

Shortt joined CAP in January 2010 as a member of Delta Composite Squadron in Spring, Texas. While there, he earned early promotions becoming a cadet noncommissioned officer in September 2010, and earning the CAP Gen. Billy Mitchell Award to become a cadet officer in September 2011. From 2013 to 2014, he served as Delta Composite Squadron's cadet commander.

Shortt transferred to Socorro Composite Squadron in 2016 and became its cadet commander. Shortt's CAP cadet career will come to an end in October, when he turns 21 and becomes a CAP officer eligible for immediate promotion to captain.

"Joining Civil Air Patrol was one of the best decisions I ever made," said Shortt. "As I look back on my career as a cadet, the benefits and the opportunities the Civil Air Patrol has provided have been remarkable." He added, "I believe that any other cadet who takes the program seriously and takes advantage of the opportunities given by CAP will be as enriched as I was."

Below: Brig. Gen. Bump, Cadet Col. Shortt and Socorro Composite Squadron Public Affairs Officer Lt. Col. David G. Finley.



***International Association of
Emergency Managers Recognizes
Arizona Wing and Cell Phone
Forensics Team***

*by Lt. Col. Robert Ditch, EdD, CAP, Arizona
Wing*

PHOENIX – Civil Air Patrol’s Arizona Wing and the organization’s two National Cell Phone Forensics Team experts have been selected to receive all three of the International Association of Emergency Managers’ (IAEM) inaugural Volunteerism in Emergency Management awards.



The award recipients include:

Arizona Wing — *Emergency Management Volunteer Organization of the Year Award*

Col. Brian Ready (right photo) — *Uniformed Service Auxiliary Member of the Year Award*

Maj. Justin Ogden (left photo) — *USA Emergency Management Volunteer of the Year Award*

Maj. Gen. Joe Vazquez, CAP national commander, nominated Ogden and Ready for their awards, noting that as the National Cell Phone Forensics Team, the pair previously received the 2014 1st Air Force/U.S. Northern Command Commander’s Mission of the Year Award for contributions that saved more than 76 lives.

The nomination for Ready noted that during his service as Wing Commander, the Arizona Wing received recognition for two years in a row as CAP’s National Search and Rescue Ground Team of the Year as well as the Regional Disaster Response Award. Ready, now a Southwest Region vice commander, served as Arizona Wing commander from Jan. 2012 until Jan. 2016.

Vazquez also noted that during his years as Arizona Wing commander, Ready led the wing’s response to four natural disasters. He established and sustained “an unparalleled emergency management training and exercise program,” Vazquez said. Ready also led the wing’s participation in 16 local and state exercises and in its third straight Exercise Angel Thunder, the largest Joint Chiefs of Staff-sponsored SAR and disaster exercise in the world.

In his nomination for Ogden, who is Ready’s fellow cell phone forensics team member, Vazquez recognized him for “consistently demonstrated peerless leadership and tireless efforts in supporting our emergency management team and emergency managers across the nation.”

“His efforts, since first establishing the team have been responsible for saving over 400 lives in the last 10 years,” Vazquez added.

The Arizona Wing was cited for having developed the memorandum of understanding in effect between the IAEM and CAP. Vazquez also noted that Arizona Wing received the Arizona Emergency Services Association’s Excellence in Emergency Management award as well as being recognized for excellence in volunteer efforts. In addition, Arizona Wing established an Advanced Command and Control training program, having graduated 21 members.

This will be the first time volunteers and a volunteer organization will be recognized for their “*Spirit of Excellence in Emergency Management and Services.*” A panel of Emergency Management officials from multiple federal, state, local and military organizations served as judges. The awards, recognizing not just CAP, but the best from all volunteers and volunteer organizations in the nation, will be presented at the IAEM Annual Convention in Savannah, Ga., in mid-October, 2016. 🇺🇸

Ed. Note: Dr. Ditch is CAP’s National Liaison to IAEM.



Top: Cadet 2nd Lt. J.D. Downing (center) receives a certificate of recognition for his first solo from New Mexico Wing Director of Aerospace Education Lt. Col. Roland Dewing, and a handcrafted silk scarf by New Mexico Wing Orientation Flights Coordinator Capt. Jane Lingenfelter. (Photos: Maj. Dan Gabel, CAP)

Two New Mexico Wing Members Recognized for Solo Flights

by Maj. Dan Gabel, CAP, New Mexico Wing

LOS ALAMOS, N.M. – On Sept. 19, 2016, Cadet 2nd Lt. J. D. Downing received a certificate of recognition for his first powered solo flight on June 23 at the Civil Air Patrol National Flight Academy in Shawnee, Oklahoma, as well as a handcrafted silk scarf, which was presented by New Mexico Wing Orientation Flights Coordinator Capt. Jane Lingenfelter. Downing's accomplishment makes him eligible for a National Civil Air Patrol scholarship to help him complete his pilot training.

In addition to the Powered Flight Academy, Downing served on staff at the New Mexico Glider Encampment in Hobbs, and attended Civil Air Patrol's Pararescue Orientation Course (PJOC) at Kirtland Air Force Base. Downing will also become the Los Alamos Composite Squadron cadet commander for the coming year.

Also recognized for his first solo was 2nd Lt. Robert Miller, who soloed on Sept. 11, 2016 at the Taos Airport, and who also received a certificate and a scarf from Capt. Lingenfelter. 🇺🇸

Right: Lt. Col. Downing, 2nd Lt. Robert Miller and Capt. Lingenfelter.





Top: During a blood drive on August 20, 2016, in Rockwall, Texas (L-R) Tammy Morgan, 1st Lt Mary Kay Starnes and Tiffany Woodatol ask what would happen if no one had a patient's blood type in an emergency. (Photos: 2nd Lt. Raymond Gathright, CAP)

Saving Lives, One Donor at a Time

by 2nd Lt. Raymond Gathright, CAP, Texas Wing

ROCKWALL, Texas – With rain in the forecast for Saturday, August 20, 2016, the Lakeshore Composite Squadron went forward with plans to save lives, one donor at a time. They do this by partnering with CarterBlood Care and holding a quarterly blood drive

First Lt. Mary Kay Starnes first proposed the idea two years ago, at her husband's suggestion. "It's just an extension of CAP's Emergency Services, as well as another way to support our local community," she said.

After working through the chain of command to get permission from then Texas Wing Commander Col. Brooks Cima, the squadron held its first blood drive in 2014. Since that time, the Lakeshore Composite Squadron has been holding four blood drives a year.

Starnes' is one life that was saved through a blood drive. As part of a routine check before donating, medical staff noticed that she had a low blood count. Doctors found that she had stopped making blood and needed to receive some herself. Although still under medical care, she now leads a normal, healthy and active life.

With steady showers threatening the event, everyone involved still took an optimistic approach for the day. Tammy Morgan, a supervisor with CarterBlood Care, said that any drive where anyone donates is a success. "If we get anybody, that makes a good drive. Every unit counts." On average, each unit of blood saves the lives of three people.

Despite the rain, the squadron had a record turnout. Katie Huntsman with CarterBlood Care said, "A total of 22 units were collected, which is an increase from the last drive."

Drives also act as a recruiting and outreach event. Both CAP senior members and cadets help with drives, that make it possible for them to meet people from the community and let them know about Civil Air Patrol. This includes what CAP does for every community.

For Starnes, "Having a needle stuck in my arm for a bit to help save someone's life is a pretty good trade-off." 🍷

Below: CarterBlood Care staff (L-R) Kim Waller, Tammy Morgan, Tiffany Woodatol and Antoinette Sullivan help partnered with the squadron.





Top: A Civil Air Patrol Cessna 182 and a glider formerly owned by the United States Air Force Academy provided orientation flights. (Photos: Senior Member Melissa Smith, CAP)

Clovis Squadron Hosts Cadet Orientation Flights

by Senior Master Sgt. Armando Carrion, CAP, New Mexico Wing

CLOVIS, N.M. – On Sept. 23, 2016, CAP cadets and senior members gathered at the Clovis Municipal Airport. Eleven cadets, from New Mexico Wing and Texas Wing's Three Rivers Composite Squadron in San Angelo, participated in a day filled with both powered and glider orientation flights, led by cadets and senior members from all corners of New Mexico State. The only thing missing was a CAP balloon.

New Mexico Wing Orientation Flights Coordinator Maj. Jane Lingenfelter and Senior Member Donna Maxon of Socorro High School Cadet Squadron led ground operations, while Assistant Glider Program Coordinator Maj. Stuart Maxon and New Mexico Wing Director of Aerospace Education Lt. Col. Roland Dewing rotated the cadets through flights in the Wing's new bright yellow glider, formerly owned by the United States Air Force Academy.

Meanwhile, in the Wing's Cessna 182, New Mexico Wing Director of Operations Maj. Walter Dutton had so many cadets to fly that he barely got a proper lunch break. At the same time, Senior Master Sgt. Armando Carrion, New Mexico Wing's new command NCO, took cadets for orientation flights in Clovis High Plains Composite Squadron's Cessna 172. Clovis Municipal Airport's director, Kyle Berkshire, was pleased to see the CAP activity at the airfield, and even offered to host next year's glider encampment there.

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Several cadets experienced first-time flights in both a glider and a powered aircraft on the same day. Cadet Tech. Sgt. Lydia Wolf, of Clovis High Plains Composite Squadron, said that she had been elated at taking the controls of a glider, since she aspires to be a commercial pilot.

The day also served as a recruiting opportunity, as several local pilots expressed interest in joining Civil Air Patrol.

Despite an overall national decline in number of orientation flights, New Mexico Wing demonstrated that with a little help from the weather, squadrons can come together as a team to carry out successful orientation flight days. The day would not have gone as smoothly without the help of Clovis High Plains Composite Squadron and the Clovis Pilots' Association, who grilled hamburgers outside the main hangar for the crew. 🍔

Below: (L-R) Maj. Stuard Maxon and Cadet Tech. Sgt. Lydia Wolf, who prepares for her glider flight orientation.





Top: Cadet Maj. Kurt LeVan salutes as the Pledge of Allegiance is recited at unveiling of Civil Air Patrol history display at Broken Arrow Military History Museum. (L-R) Color Guard members Cadet Staff Sgt. Hunter Ward, Cadet Sr. Master Sgt. Carson Bilbruk, Cadet Sr. Master Sgt. Lauren Shaffer and Cadet Sr. Master Sgt/ Christian Gordon. All cadets are members of the Broken Arrow Composite Squadron. (Photos: 1st Lt. Kathy Sexton, CAP)

Oklahoma Wing Cadet Celebrates Civil Air Patrol on its 75th Anniversary

by 1st Lt. Kathy Sexton, CAP, Oklahoma Wing

BROKEN ARROW, Okla. – The year 2016 marked Civil Air Patrol’s 75th Anniversary and started a yearlong celebration of the organization’s history. This year also moved Cadet Maj. Kurt LeVan of the Broken Arrow Composite Squadron to set several goals for himself. LeVan joined Civil Air Patrol in May, 2014. “Civil Air Patrol changed my life,” he said. “I have had so many opportunities because of Civil Air Patrol. I want to give something back.”

Goal number one on LeVan’s list was to apply for Cadet Commander of his squadron. He became Cadet Commander in April and soon earned his Ground Team Member 1 qualification as well.

Right: Cadet Maj/ Kurt LeVan reads the 68 names of Civil Air patrol members who died during service in World War II. This was part of a ceremony to unveil a display for Civil Air Patrol's 75th Anniversary.

Goal number two was to earn a cadet staff position at Oklahoma Wing's Encampment. Last June, LeVan served as Cadet Safety Officer at Oklahoma Wing Encampment at Camp Gruber. Although it wasn't a goal, LeVan was approached by senior members of Oklahoma Cadet Advisory Council to be the Oklahoma Wing Cadet Safety Officer. This is a new position and the only Wing staff position open to cadets. LeVan reports to Oklahoma Wing Safety officer Lt. Col. Jim Emory.

Goal number three was to solo in a Civil Air Patrol Cessna at National Powered Flight Academy in Shawnee, Okla. LeVan completed over ten hours of flight time and 25 hours of ground instruction at National Powered Flight Academy. He achieved his solo flight also in June.

Goal number four was to complete Cadet Officer School at Maxwell Air Force Base in Montgomery, Ala., which he completed in July.

Goal number five has been a work in process since the beginning of the year. Cadet LeVan approached the curator of the Broken Arrow Military History Museum about creating a formal display of Civil Air Patrol history. The

curator brought up the idea at the following board meeting and the project was approved. LeVan spent several months searching for historical Civil Air Patrol items, and asked several local Civil Air Patrol members to loan items for display. Each item on display was researched and information condensed to prepare informational cards for each item on view. A replica of a World War II Civil Air Patrol uniform was also on display. A uniform from each decade of Civil Air Patrol's history is also displayed. Other items in are actual photographs of cadets in the 1940's, CAP posters, text books, and *Life* and *National Geographic* original magazines containing articles on the Civil Air Patrol.



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At the display's unveiling, Museum Curator Keith Browne said, "We are so impressed that a young person went to such an effort for a 75-year-old organization. Kurt did an excellent job on portraying the long and proud history of Civil Air Patrol. You can tell his passion about the organization."

A ceremony for the unveiling began with the Pledge of Allegiance. LeVan then read the 68 names of Civil Air Patrol members who died in service during World War II. He then asked attendees to observe a moment of silence for those members.

"I am so glad this project became a reality," he said. "It was a lot of work, but very much worth every hour I put into it."

Goal number six is to form a cadet band, a project that Oklahoma Wing Commander Col. Dale Newell has approved. As of this writing, Cadet LeVan has over 30 Oklahoma cadets signed up for the band. Their first meeting and rehearsal was planned for September, 2016. This will be the only band in Civil Air Patrol.

The next goal for LeVan is to complete his Spatz Achievement by December, 2016. The Gen. Carl Spatz Award is the highest achievement that a Civil Air Patrol cadet can earn, and only one in two hundred CAP cadets ever reach it. 🇺🇸

Below: Cadet Major Kurt LeVan stands by part of his display to honor Civil Air Patrol's 75th Anniversary. The khaki uniform in the center is a replica of the Civil Air Patrol uniform worn during World War II. The uniform displayed hanging on the wall by LeVan is an Oklahoma Wing female cadet uniform worn during the 1960s and 1970s.





Top: Newly-promoted Eagle Scout John W. LeGalley celebrates with his mother, Capt. Teresa M. LeGalley of Albuquerque Heights “Spirit” Composite Squadron and his father, Mr. Rex LeGalley. (Photo: Lt. Col. Jay T. Tourtel, CAP)

New Mexico Wing Cadet Achieves Eagle Scout Status

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On June 25, 2016, Cadet Chief Master Sgt. John W. LeGalley of Albuquerque Heights “Spirit” Composite Squadron received his promotion to Eagle Scout – the highest level of achievement in the Boy Scouts of America.

LeGalley, a member of Boy Scout Troop 220, received his promotion at the troop’s Court of Honor at Covenant United Methodist Church in Albuquerque. He has been a member of the troop since February 2008. In his eight years with the Boy Scouts, he has earned 31 merit badges on his trail to Eagle.

For his Eagle Scout Leadership Project, he constructed a swale – or drainage ditch – for Covenant Presbyterian Church in Albuquerque, which rerouted water away from the church, where it had been seeping-in through a nearby wall. After installing a liner and filling the swale with rocks, the wall began to dry out. The church was pleased with LeGalley’s project and timely completion.

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The court of honor began with a presentation of the colors by the troop's color guard, followed by an invocation by Mr. Ken Hebner, the eagle scout advisor for Troop 220. Hebner also asked LeGalley and fellow Eagle Scout candidate Isaac "Izzy" Kesner to reaffirm their dedication to the principles of the Scout Oath, and reminded them of the challenges involved on their trail to Eagle. Evan Hebner, who had become an Eagle Scout in December 2015, charged the Eagle candidates with the importance of setting a good example for the scouts who are to come after them.

Scoutmaster Hebner then presided over the presentation of LeGalley's and Kesner's Eagle promotions. Both new Eagle Scouts received gifts from their parents, and made brief statements about how much becoming an Eagle Scout meant to them. After closing remarks by the scoutmasters, the color guard retired the colors.

LeGalley, who has been a member of CAP and Spirit Squadron since April 2011, is on point to earn Civil Air Patrol's General Billy Mitchell Award, which will signify completion of Phase II of CAP's four-phase Cadet Program – and is the next milestone award on his road to the Gen. Carl A. Spaatz Award, the highest cadet program award that he can earn in CAP.

When asked about his progress toward the Spaatz Award, the newly-promoted Eagle Scout smiled and said, "I'm working on it." 🇺🇸

Below: CAP members who attended the Eagle ceremony included (L-R) Capt. Karen M. Barela, Lt. Col. Beverly Vito, 1st Lt. Cael Chappell, Cadet LeGalley, and Cadet Sponsor Member David Woodward of Spirit Squadron, joined by New Mexico Wing Public Affairs Officer Lt. Col. Jay Tourtel, his wife Aurora and their son, Cadet Staff Sgt. Tyler Tourtel, also of Spirit Squadron. (Photo: Courtesy of Mr. Walter Barela)





Top: Visiting IACE cadets from Canada and New Zealand relax with their hosts from Prescott Composite Squadron 206.

International Air Cadet Exchange Cadets Visit Arizona Wing

by 2nd Lt Stephen Echols, CAP, Arizona Wing

PRESCOTT, Ariz. – During 9 days in July, 2016, Arizona Wing hosted visiting cadets from Canada and New Zealand who participated in the 50-year-old International Air Cadet Exchange program (IACE) sponsored by Civil Air Patrol and its counterparts throughout the world. Prescott Composite Squadron 206 organized the schedule of activities, provided transportation, and took responsibility for giving the visiting cadets a meaningful experience.

Planning for this visit started in December 2015 and culminated in a successful July 2016 tour of the state's aeronautical institutions, many of its natural beauties, and a variety of fun activities.

The visitors included four cadets from Canada as well as two cadets and an escort officer from New Zealand. The Arizona part of the tour, dubbed "Operation Wild West," started with the group's arrival in Tucson from the Washington, D.C. portion of the IACE experience.

Over the following nine days, the cadets and their sponsors filled every available minute with activities. These included shooting flintlocks, western lever-action rifles and modern military equipment at the Tucson Rifle Club; touring the world-famous Pima Air and Space Museum; exploring the Titan Missile Museum; visiting the Mesa Boeing Apache Helicopter Assembly Plant; and visiting the Hall of Flame, the largest private collection of firefighting equipment in the world. Cadets also toured the 161st Refueling Wing of the Arizona Air Guard before getting a special-access tour of the F-35 Lightning program at Luke Air Force Base.



Left: The IACE group heads out to the flight line while visiting the 161st Air Refueling Squadron of the Arizona Air National Guard at Phoenix Sky Harbor Airport.

Below: Cadets from Deer Valley Composite Squadron 302 talk with the IACE cadets from Canada after formation.

On the way to these events, the IACE cadets and their sponsors picnicked on Mount Lemmon, took a day excursion to the Grand Canyon, drove through

picturesque Oak Creek Canyon and Slide Rock State Park, and visited the ghost town of Jerome. Later, they saw Northern Arizona from the air thanks to Arizona Wing Commander Col. Martha Morris and several Arizona Wing pilots who flew the cadets while briefing them on CAP safety, SAR operations, and flight procedures. Food for the tour ranged from pizza to Mexican food and a steak dinner provided by the Arizona Wing.

The IACE cadets' home base was Prescott Composite Squadron 206, from which they attended Deer Valley Squadron 302's cadet meeting, spending some quality time with their American counterparts. With more than 90 cadets in the squadron, the flight line formation made an impressive sight for visitors.

Over nine days and 1,500 miles spent together in a van, the group was exposed to Arizona's four different climate environments, and experienced no fewer than 19 events, which included four museums, two military bases, six airports, and American-sized servings of food. Best of all, they made bonds of friendships that are likely to last a lifetime. 🇺🇸





Top: (L-R) Cadet 2nd Lt. Holland Oxford and her brother, Cadet 2nd Lt. Michael Oxford, from Socorro Composite Squadron, participate in aerial sorties at the Advanced Technology Academy. (Photo: Lt. Col. Russell Davis, CAP)

New Mexico Wing Cadets Attend the Advanced Technology Academy

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – During the week of July 16-23, 2016, 26 cadets attended Civil Air Patrol's Advanced Technology Academy (ATA) at Peterson Air Force Base, Colo. Cadets between the ages of 14 and 18 are eligible for this activity, which is one of Civil Air Patrol's National Cadet Special Activities offered every summer.

Cadets experienced technologies such as ARCHER (Airborne Real-time Cueing Hyperspatial Enhanced Reconnaissance), cyber security, night vision goggles, infrared cameras and the state-of-the-art computer application Systems ToolKit, which models satellites in orbit.

Cadet 2nd Lt. Holland Oxford from Socorro, N.M., had been excited to attend the academy when reading their promotional announcement, "Do you enjoy being on the cutting edge of today's technology?" She enjoys computers and the possibility of flying.

ARCHER analyzes the specific spectral signature of objects across a spectrum from near-ultraviolet to near-infrared, and can match the spectral signature of almost any object. It has been used to determine kill areas of beetle infestations, as well as differentiate between live and dead vegetation, such as burned and unburned growth after Colorado's Black Forest Fire in 2013.

Cadets learned about GiEPS (Geospatial Information Interoperability Exploitation – Portable System), which allows geospatial information and video to be transmitted to mission base using Sprint broadband cell phone technology in real time. The Systems ToolKit – offered through CAP's Aerospace Education program – gave the cadets the opportunity to create and model satellites in orbit.

Cadets also learned how to find lost hikers at night with night vision goggles or with an infrared camera, which enhanced their understanding of search and rescue efforts. 🇺🇸



Top: Cadets line up for their final safety inspection prior to departure. (Photo: 2nd Lt. Tom Nichols, CAP)

New Mexico Wing Squadron Trains on Aerospace Education, Emergency Services

by 2nd Lt. Michael R. Saul, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On July 9, 2016, 11 cadets and five senior members from two New Mexico Wing squadrons participated in a combined Aerospace Education and Emergency Services training exercise in the Sandia Mountains in Albuquerque.

Captains Bryan Neal and Dan McGregor of the Eagle Cadet Squadron rounded out the group of cadets and senior members who were training from Albuquerque Heights “Spirit” Composite Squadron.

Participants had an opening briefing in the parking lot during which Cadet Chief Master Sgt. Mark Chappell talked about safety and skills needed to accomplish the task, and Cadet Chief Master Sgt. Marshall Banks spoke on map reading skills and how to go about finding the downed aircraft (a Cessna 172 that had crashed in the Sandia Mountains in October 2015).

The aerospace education portion of the event was a requirement for the squadron Aerospace Education Excellence Award for 2016. The emergency services training was designed to introduce new cadets to emergency services, therefore it included the basic skills needed to be a member of a ground team.

The Fly-By, Southwest Region, October, 2016

“This is the first time that Spirit Squadron Aerospace Education has joined with Emergency Services to coordinate a dual purpose activity,” said Squadron Commander Capt. Mary A. Fox.

The objective of the exercise was to find the downed Cessna 172, determine the direction of its crash, and discuss how the crash could have been prevented.

Cadets received valuable training while hiking to the site, and after their lunch learned to build tents with their ponchos.

Cadet Banks, who was in charge of aerospace training and had taught map-reading at the beginning of the hike, held a group meeting at the crash site to discuss the crash itself.

One cadet, at the end of the hike, collapsed from dehydration. Cadet Chief Master Sgt. Juana R. Fox, the squadron’s cadet executive officer, immediately assessed the situation, took charge, and provided the cadet with the same emergency treatment that she had learned previously – not only through ground team training exercises such as the current one, but also through her monthly emergency services classes at the squadron, as well as her science classes at school.

The cadets learned valuable lessons about emergency services, which they will be able to apply on an actual mission, during training, or even in civilian life. 🇺🇸

Below: Capt. Bryan Neal of Eagle Cadet Squadron (center) briefs participants at the site of the downed Cessna 172. (Photo: Capt. Mary A. Fox, CAP)





Top: (L-R) U.S. Army Lt. Col. Woommavovah, Lt. Col. Joyce Kassai (holding squadron patch) and Lt. Col. David Kennedy. (Photos: Capt. Audrey Morrow)

Below: Lt. Col. Woommavovah addresses the squadron.

Guest Speakers Stress Dedication and Service

by Capt. Audrey Morrow, CAP, Texas Wing

SUGAR LAND, Texas – On April 26, 2016, two guest speakers, U. S. Army Lt. Col. G. Andy Woommavovah, and U. S. Air Force Sr. Airman Stephen Roquemore provided Sugar Land Composite Squadron members with an in-depth view of active military service.

Lt. Col. Woommavovah, a native of Oklahoma, joined the U. S. Army in 1988, served twenty two years of active duty and is now on reserve status. He earned an engineering degree, and was assigned to the Contract and Industrial Management of Camp Buehring located in Udairi, Kuwait.

The general public is not aware of the “nuts and bolts” of maintaining a military facility, as it has an operational mission that requires basic property management skills. Lt. Col.

Woommavovah described the duties and responsibilities he encountered in housing up to 14,000 service personnel.

Camp Buehring is away from any combat zone, making it an ideal location for training and acclimating new personnel to a desert environment. Water is shipped in on tankers. Continual maintenance is required for plumbing, air conditioning and electrical needs. Most parts and supplies are shipped to the camp, though small items that are immediately needed require a trip to the city of Kuwait. Danger always lies on the roads traveled.



n, October, 2016



Left: USAF Sr. Airman Stephen Roquemore addresses the squadron.

Below: USAF Sr. Airman Stephen Roquemore chats with cadets.

The Sugar Land Composite Squadron sent Lt. Col. Woommavovah a gift box that he said to have treasured. Included in the box was a squadron patch. "I kept this patch in my pocket during my entire time at Camp Buehring, knowing that it brought the good wishes of the squadron."

U.S. Air Force Sr. Airman Stephen Roquemore is a former cadet

commander of Sugar Land Composite Squadron. He spoke of his experiences and training in his four years of active service as an Airborne Radar Technician in the 964th Airborne Air Command Squadron at Tinker AFB, in Oklahoma City.

Roquemore is an integral part of an air crew that flies E-3 Boeing Sentry aircraft. He described flights that involved serving overseas with multiple allied nations, including France, Australia, Great Britain and Middle Eastern allies. The majority of operational sorties took place in the Middle East and accounted for numerous successful combat missions. He has served two tours of duty in the Middle East.

The purpose of these flights is to provide air traffic command and control. This included the surveillance of Russian flights over the U. S. west coast and counterdrug operations that took place in the Caribbean theatre of operation.

Roquemore remains a CAP member as a 1st Lt. with a total of eleven years of service and holds the position of Deputy Commander for Cadets at Oklahoma City Composite Squadron. He advised the cadets who are thinking about entering the military to explore all their options, and to go after what they most want to do. He recommended that they join Toastmasters, saying that, "This will give you the confidence needed for leadership. One of the most important learning experiences for cadets is character development."

He attributes his success in the military to his CAP training, and feels that it is one of the best programs for youth in the nation. He encourages cadets to give their all, not only in CAP, but in every effort they undertake as a means to improve their whole being, becoming better leaders and motivators. He is a prime example of how Civil Air Patrol prepares America's youth for the future. 🇺🇸





Top: (L-R): 1st Lt. Michelle Phillips, incoming commander of Las Cruces Composite Squadron, is congratulated by New Mexico Wing Commander Col. Mike Lee, as outgoing squadron commander Capt. Brooks Hides looks on. (Photo: Lt. Col. Alan Fisher, CAP)

New Mexico Wing Squadron's Change of Command

by Lt. Col. Alan Fisher, CAP, New Mexico Wing

LAS CRUCES, N.M. – At the squadron's change of command ceremony on Aug. 4, 2016, after three years as commander of the Las Cruces Composite Squadron, Capt. Brooks Hides stepped down and was succeeded by 1st Lt. Michelle Phillips.

New Mexico Wing commander Col. Mike Lee, who presided over the ceremony, thanked Hides for his exemplary service. Then, after appointing Phillips as commander, he expressed his confidence that the squadron would be in good hands.

In his three years as commander, Hides led the Las Cruces Composite Squadron through many accomplishments. He increased parental and cadet participation in the squadron, the squadron's fundraising activities, and coordination between the squadron and local search and rescue organizations.

Under Hides' leadership, the Las Cruces Composite Squadron was named New Mexico Wing's Most Improved Squadron of 2014, and also hosted the New Mexico Wing Summer Glider Encampment in 2015.

As the newly-appointed commander, 1st Lt. Phillips intends to build on the foundation laid by her predecessor – to promote cadet and senior involvement in the squadron, as well as increased involvement in the community. She will continue in her current positions as both New Mexico Wing Inspector General Southern Team Chief, and the squadron's professional development officer. 🍷



Top: Cadet Chief Master Sgt. Heather Olinger leads her flight to PT. (All photos: Cadet Capt. Fieglein)

Below: Cadet Chief Master Sgt. Luc Felando speaks to the cadets as they relax during Flight Commander's Time.

Oklahoma Wing's 2016 Summer Encampment

by Cadet Capt. Holly Fieglein, CAP, Texas Wing

MUSKOGEE, Okla. – On June 4, 2016, 126 cadets and senior members from Oklahoma, Kansas, Missouri, Texas and Massachusetts gathered together at Camp Gruber, eager to participate in Oklahoma Wing's Annual Cadet Encampment.





Above: Cadet Capt. Holly Fieglein instructs the cadets in preparation for Flight games

Below: The rope climb challenged many cadets.

The wing hosts four basic flights where cadets live a military basic-training lifestyle and participate in Aerospace Education (AE) classes, earn Emergency Services (ES) qualifications, and are challenged physically and mentally. The wing also runs an advanced squadron called Staff Leadership Training (SLT) where cadets learn how to lead on encampment staff positions while observing staff meetings, flight time, and morning physical training (PT), besides having classes of their own.



The F

Right: Cadet Chief Master Sgt. Dominique Felando shows the cadets how to climb the vertical obstacle.

Below: The cadets need to work as a team to succeed in this Group Leadership Problem.



Cadets taking the training called this week “unforgettable,” “an adventure” and “physically and mentally challenging.” This week was the first time that most cadets had been away from their parents and in some cases in a different state, they had walked into a building, and had been

immediately placed in a flight where they would become “family” with complete strangers. The flight is where the cadets learn what CAP is really all about, they improve on their leadership skills, and inspire each other to do better and try harder. All cadets learn through hands-on challenges as they negotiate successfully the nine-obstacle O-Course, engage in nightly games, and gradually improve at morning PT and flight drill.

Throughout the week the cadets went to AE, ES and leadership classes, participated in group leadership problems (GLPs), shot electronic rifles at the firing range simulator, and learned drill tirelessly. Through these activities, cadets were able to learn and use their skills on the activities planned for the week.

In one of the GLPs the cadets had to get marbles through cut-up pool noodles and move the noodles so that the marble would not fall – to be successful, they had to use their very best communications skills to agree on where to move the noodle.

On the O-Course some cadets had to face their fear of heights, they army-crawled under simulated barbed wire, climbed up hanging ropes, and hoisted themselves and their fellow team members over a wooden wall. These activities invariably taught them how to work together effectively and as a team.

When queried, cadets were unanimous in their comments. They said that theirs had been a very educational experience, as they learned basic drill, the roles of staff members, PT exercises, the proper wear of the CAP uniform, and how to work together to become an effective team. Many of them found it highly motivating to have been able to meet other cadets and experience what encampment is really like.

The graduating cadets are now able to bring back to their squadrons their new skills and put

them into practice, as they look forward to returning to encampment and take the SLT course, and then work as staff members.

All cadets said that they were looking forward to returning for more of the same in 2017. 🇺🇸



Guest Editorial

How I Saved a Life on my Summer Vacation

by 2nd Lt. Michael R. Saul, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – Aug. 8, 2016 in Rochester, N.Y. will live forever in my heart as the day I saved a life.

It began as I hopped out of my family's rental car to go to the Ontario Beach shoreline and out further into the water. I believe that this was either my first or second time in the water, but it may have even been my third.

We visited the beach frequently. I was in Rochester with my mother, my father and my brother James for my father's 50th high school reunion of Charlotte High School's Class of 1966. As I approached the shoreline, I saw the typical beach activities: soccer, beach volleyball, swimming, building sand castles, sunbathing and every typical beach activity that anybody could think of. I was, of course, going to swim with James on the lake, which looked and acted like an ocean, but the water was fresh and not salty. The waves on the lake made it look as though it was between high and low tide.

As James and I entered the water, I suggested to him that we go out to the buoys, which marked how far out the swimmers are allowed to go. As we swam there, we began to play in the waves. I pretended to allow the waves to capsize me like the ocean liner *Poseidon* from the movie *The Poseidon Adventure*. As we played, all seemed well. Then, I heard a scream for help.

I knew it was a child because I had seen children playing in the water as well. The screams reminded me of an episode of *Full House* where one of the characters, Aaron Bailey, was stuck between railing posts on a flight of stairs and he screamed out for help. As that *Full House* clip went through my head, I knew that I had to do something.

Even though I do not know how to swim very well, I went in the direction of the screams and then saw the small child screaming – a little boy, about eight or nine years old. I asked him if he had gone out too far, to which he admitted. Then I gently towed him back to shallower water, where he went back to playing with his group. After I returned the boy, I went back out to where I had been playing.

For the whole time I was out in the water, I heard the lifeguards say one phrase, which James and I repeated: "Off the buoy!" We continued to play in the water, and we rode the waves. As the time to go back to shore arrived, my brother and I rode the waves and swam back to the shore.

There are some interesting facts about this day.

I have autism, though I am very high functioning.

I have been in Civil Air Patrol for six years: the first five years as a cadet, and then I became a senior member, with the grade of second lieutenant.

I have also been practicing karate for four years. I have gained leadership experience since I joined Civil Air Patrol in the spring of 2010 and my dojo in the spring of 2012.

I loved and continue to love participating in Civil Air Patrol and at my dojo. I know that I got a lot of good things out of both these programs. 🍷



Left: 2nd Lt. Michael R. Saul, public affairs officer for Albuquerque Heights "Spirit" Composite Squadron, on vacation in Rochester, N.Y., where he saved a small boy's life. (Photo: Courtesy of Mr. James Saul)

The Safety Corner

How to Become a Better Risk Manager

Even a child knows the difference between acceptable and unacceptable behavior. Nevertheless, children do misbehave. Why? For the most part, because the risk of being caught seems minimal. Clearly, a child's evaluation ability is not very well developed. However, not surprisingly, this isn't solely a description of juvenile behavior. It's also what some pilots do.

We often make choices that require us to evaluate whether the risk associated with a particular behavior is acceptable or unacceptable. Unfortunately, we're often left with little advice on how to make this decision. For instance: should you fly over the mountains at night in an attempt to get home or spend an evening at The Nine One One Motel?

Most pilots know the risk of flying at night compared to daylight flying. But they may not be good at evaluating whether that risk is either acceptable or unacceptable. Unfortunately, there are no FAA publications—none whatsoever!—that meaningfully inform a pilot about whether or not a specific risk is worth taking.

For instance, you'll never hear the FAA say that it's OK to fly at night when there is less than a 5% chance of having a fatal accident. I certainly don't blame the FAA for this omission, because that sort of advice is nearly impossible to calculate for any individual (and rude to offer). Ironically, the FAA's new airman certification standards now require private pilot applicants to apply very specific risk management principles (that is: identify, assess, and mitigate risks) on their check ride. In other words, the FAA expects new pilots to assess a risk without providing any meaningful guidance on how to do so.

In its Risk Management Handbook, the FAA offers four broad and general categories of risk likelihood as part of a risk assessment matrix: probable, occasional, remote, and improbable. If the risk of a certain danger is probable, you don't fly. If the risk is improbable, away you go. During risk evaluation, however, you're unlikely to find many situations where the risk under consideration is either probable or improbable. Most of the time, it's somewhere in-between.

This is why the FAA says that the risk assessment program it promotes in its Risk Management Handbook is "not a formal methodology of risk assessment." Translation? It doesn't actually allow a pilot to assess the quantitative value of a risk, much less decide whether taking that risk is acceptable or unacceptable (the latter being the single most important aspect of any "practical" risk management strategy). That's why the FAA says that its risk-management strategy merely "prompts a pilot to look at the simple realities of what he or she is about to do." Nothing more.

Given the FAA's lack of practical guidance in assessing risk, how is a pilot supposed to determine whether that risk is acceptable? Pilots need flight experience to make this decision. This is the main reason why airline captains need an ATP certificate that traditionally required a minimum of 1,500 hours of flight time.

Fine, but how are newly rated private pilots with limited flight time supposed to make this decision? The FAA never actually addresses this issue, so here is my answer.

When pilots don't have the experience to assess whether to take a risk associated with a flight, they should use the knowledge of other, more experienced pilots to help them make this decision. There are two effective ways of acquiring this knowledge: by reading a lot of aviation books and asking experienced pilots a lot of questions.

Expanding your aviation library and adding AOPA safety seminars or fly-in events to your calendar will help you expand your aviation experience quotient (AEQ). And this says nothing about the many great web-based sources of aviation knowledge available to all. Additionally, smart pilots always have three or four good questions (written down or memorized) that they'll ask should they meet one of their highly experienced aviation comrades. This is how inexperienced pilots can accelerate their path to becoming better risk managers.

Of course, when and where possible, do fly! Gain practical experience when the opportunity permits. But who needs to say this to a true pilot?

Reference: Mr. Rod Machado, Author and Co-editor for AOPA.

Cadet Safety Identity Competition

All SWR Safety Directors received the following announcement via email on Sep. 5, 2016.

After months of hard work, I am delighted to officially announce the launch of the SWR Cadet Safety Identity Competition. This project was a huge undertaking and I can't thank C/Col Jessica Parsons enough for all the hard work that she did in putting this together. The overall goal of the Cadet Safety Identity Competition is to encourage our cadets to become more active in our safety culture. Safety is everyone's responsibility, therefore everyone must be included as much and as often as possible. The competition is not designed to take a lot of your time or be difficult for Squadrons and Wings to manage. Instead it's designed to be a fun and educational activity that might seem complicated on the outside, but is really quite simple "under the hood"

The program will be rolled out in two phases. Here is a brief overview of each of the phases.

Phase 0: (Sept. 1 – Sept. 30, 2016) Initial announcement and soft roll-out of the program.

This is probably the most important phase of the program, as it sets the groundwork at the unit level and provides meaningful feedback on the cadets' reaction to the program. Once we get the feedback, the SWR safety team will determine if updates need to be addressed and implemented. Also in this phase, an article will be sent to the Wing PAOs for inclusion on their next wing newsletter and other wing social media platforms. The purpose of the article is to highlight the program's importance and urge all cadets to participate.

Phase 1: (Oct. 1 – Dec. 31, 2016) Official start of the program at squadron level.

This is the official start of the competition at the unit level. The date will be re-announced via email with any updates to the wing safety directors. The latter will forward the program to the units, who will then begin to implement it at their level. Judging of all unit entries will begin on 1 Dec, so that the winners can be announced on Jan. 7, 2017.

Please take time to review all the material in C/Col Parsons' email below. If for any reason you have trouble opening the documents, please let C/Col Jessica Parsons, Lt. Col. Melanie Capehart or myself know. The safetyidentity@swrcap.com email address can be used to contact one of us. This email address was set up exclusively as a communication tool for the competition.

This is an awesome opportunity to develop camaraderie and spirited competition within the squadrons and wings. Did I also mention having fun with safety as well?

If you have not completed the tasks for Phase 0, I would encourage you to do so at this time. We are now entering into Phase 1 and many of the wings are behind the curve. If assistance is needed, please don't hesitate to contact your SWR Safety Team. All documents for the competition can now be found on the

SWR website at: <http://swrcap.com/safety/safety-resources/safety-cadet-programs/cadet-safety-identity-competition/>

Lt. Col. John Kruger, CAP
SWR Director of Safety

A Fun and Challenging Safety Program

Safety announcements are spoken publicly every day, and often many times daily. Most people will remember the announcement concerning certain areas, and pilots tend to focus on aircraft. However, other announcements are just as important. Typically, in CAP, safety briefings are the norm and are usually delivered verbally before an event, mission or when a task is about to start. When it comes to cadets, it can be many times during the meeting when instructions for the numerous tasks are to be accomplished. Cadets have more physical injuries than senior members because cadets are involved in more physical training than senior members.

Mishaps do occur and your safety team records, monitors and reviews them continuously. The challenge is to ensure that cadets and senior members do not become complacent in our safety responsibility role.

A safety challenge was presented in September for all SWR cadet and composite squadrons. It is a simple calling for all cadets to participate in and develop a "Safety Identity" for their own squadron. This can be as simple as a chant, slogan, patch or even a mascot, to name a few.

Are cadets prepared for change without feeling a loss of integrity or identity? The SWR Cadet Safety Identity has already started. Cadets who have not already applied for it should contact their squadron commander or safety officer for instructions on how to learn about safety and have fun doing it too.

Maj Barbara Harper, CAP
SWR Assistant Director of Safety

SWR Mishap Report for FY 16

Below is a report of all mishaps recorded in SWR during FY 16.

Aircraft Mishaps	38
Bodily Injury Mishaps	78 (First Aid Only 44)
Vehicle Mishaps	11
Total Mishaps	127

Starting this month, your SWR Safety Team will be publishing a monthly safety article and will be reporting the mishaps in the region as part of that publication. This is an effort to keep all our members informed about the types and number of mishaps that are reported in our region, so that hopefully we can learn from them (and avoid them). This publication will be posted on the SWR website under Safety/Newsletters and will be sent to all Wing Safety Directors via email.

Lt. Col. John Kruger, CAP
SWR Director of Safety



The Military Salute and Civil Air Patrol

CAPP 151, *Respect on Display*, presents an overview of military courtesies and is not comprehensive. This article is meant to clarify some situations that are covered in the armed forces and practiced by their members. Since CAP is now part of the Air Force's Total Force, the pointers below might be useful to those who have never served in the military.

When in uniform, not in formation and outdoors, CAP members render a military salute to any CAP member higher in grade. Under the same circumstances, a CAP member salutes any U.S. military officer of any branch, regardless of grade, because CAP members are civilians who bear courtesy grades rather than being commissioned officers, and the military salute is rendered as a courtesy to an officer who is a member of our armed forces commissioned by the President of the United States. The same rule applies to military officers of a foreign nation.

CAPP 151, p. 5, clarifies that when CAP members are in formation under someone's command, it is the formation commander who salutes on behalf of all those in the formation. This rule applies also in the case of a group of CAP officers. The irony is that, in CAP, the formation commander might be lower in grade than some members in the formation, but the "commander rule" still applies.

There are rules for informal groups too, such as one might find gathered at a large CAP function (an annual conference, for instance). Especially those CAP members who have served in the military or are familiar with military protocol, upon joining the group will look around to see who has the highest grade. This is automatic – and of help – because if someone walks by and salutes a member of the group, it is the CAP member with the highest grade who returns that salute on behalf of all members of the group. In fact, for someone of lower grade to return the salute would be a breach of protocol.

If, while wearing the CAP uniform, you met a military officer with a grade higher than yours, you will notice that he addressed you as "Sir" or "Ma'am" as appropriate, even if you were a CAP 2nd Lt. or S.M. with no grade. If you choose not to address that military officer as "Sir" or "Ma'am," it would be truly bad manners and a breach protocol. He addressed you as he did because he sees you as a civilian (that in fact all CAP members are, as we are not commissioned, nor bear arms, and have no obligation to defend our nation "against all enemies foreign and domestic"). You, on the other hand, even if you are speaking with a commissioned 2nd Lt., are honor-bound to address that officer as "Sir" or "Ma'am" out of respect for the uniform and that person's commission.

Things get a little more complicated when you are not uniform, or you meet someone who is not in uniform but you know that person to be a CAP member who outranks you. If you are not in uniform, it is all right to greet the other person respectfully, such as "Good morning, Sir (or Ma'am)" to which the person who outranks you but is in uniform, will probably acknowledge, rather than salute you back. Not initiating a verbal greeting in this case would be a breach of protocol. On the other hand, if you are not in uniform and a CAP member in uniform salutes you, you do not salute back but, instead, acknowledge the salute with an appropriate greeting.

We must all remember that a military salute is not a sign of subservience but a show of respect. By rendering a military salute, you honor the other person's uniform, position, and service. And respect is like the right of way: it is something that you can give, not take. You earn respect by respecting others, and in turn this creates harmony between CAP members who have sworn an oath of membership to uphold and observe CAP's core values.

Always remember that the CAP core values of Integrity, Volunteer Service, Excellence and Respect are actually dependent on each other. And without Respect, Integrity would be diminished, Volunteer Service would probably be ill-received by others, and Excellence would be impossible. Respect is behind that simple hand movement needed to execute a military hand salute when in uniform, or the personal choice of being polite when in civilian clothes. 🍷

Lt. Col. Harriet Smith, CAP
Southwest Region Chief of Staff

On Language

The Chaos of English Spelling and Pronunciation

AUSTIN, Texas – Linguists have classified English as a Germanic language when, in fact, they ought to have considered it a Germanic-French-Dutch-Romance language. In most Indo-European languages, a word's spelling is a fairly good clue as to how it is pronounced, but that is far from being the case in English. Some linguists blame it on the Great Vowel Shift, others on the resistance of foreign-origin words to shed their linguistic roots, yet others on centuries' old tolerance of misspellings that have become accepted. However, what we face daily – besides some consonant discrepancies – is inconsistency in the pronunciation of vowels and vowel combinations. Let us take one example, and examine some of the ways in which the vowel combination “ea” is pronounced.

[ea] 1 – This common pair of letters can sound as two individual short vowels (*meander*, *real*, *clear*) or a short vowel and a long vowel (*creation*). Let's examine them in some detail.

- *Meander* (meh-and-er), morphologically, you might think that it is composed of the syllable *me-* (that as a stand-alone word is pronounced as in “bee”) and the nonsense word *ander*. Wrong. It comes directly from the Latin *meander* (a winding course) in turn from the Greek *Maiandros* (name of a Greek river that has many twists). In this case, English has retained the Latin word intact with respect to spelling and sound.
- *Real* (ree-al), from the Latin *realis* (re-ah-lis) through Old French *reel* (reh-al), modifies the first syllable (ree) but keeps the second syllable's Latin sound (al). Notice that in Old French, the first “e” sounds “eh” but the second one sounds “ah,” closely resembling the first two syllables in the Latin *realis*.
- *Clear* (clee-ar), from the Proto Indo European *kle-ro-* through the Latin *clarus*, Old French *cler*, and Modern French *clair* (adopted in the 12th century). Since the English *clear* is first documented in the late 13th century, it probably took as its model the Modern French *clair*.
- *Creation* (cre-a-tion) pronounced “cree” + long “a” + “shion” comes directly from the Latin *creatio*, *-onem* through the Old French *creacion* and Modern French *création*. Here we have a modified “e” sound (slightly tending to “ee”), and the transformation of the consonant “t” into “sh.” The modified “e” no doubt became necessary when the Great Vowel Shift made the long “a” obligatory, as retaining the Latin “eh” sound was awkward. At to the *t/sh* phenomenon, comparative study of Romance languages shows that the Latin suffix *-tion* became *-cion* in Spanish (using a soft “s” sound), and *-zione* in Italian (with a soft *ts* sound). Although Old French also used *-cion*, contemporary French retained the sound but went back to the Latin spelling of *-tion*. Through this evidence, linguists tend to agree that in Latin the syllable *-tion* was pronounced *-tsion*.

[ea] 2 – In some words, this vowel combination sounds as an open short A (ah) as in *heart* or *hearth*.

- *Heart* comes to us from the Proto Indo-European root *kerd-* through Proto-Germanic *her-ton-*, Old High German *herza*, and German *Herz*. Interestingly enough, the chain through the Middle East starts with the Hittite *kir*, followed by the Greek *kardia* and branches into Latin *cor*, Old Irish *críde*, and Breton *kreiz*. Perhaps this spelling was hit upon in order to distinguish this word from its homonym *hart*, the male deer.
** **Notice** ** that, as a rule, the initial K of a Proto Indo-European root or word shifts to a hard H as it is modified by later languages.
- *Hearth* has been traced to the Proto Indo-European root *ker-*, through the West Germanic *hertho* and the Old English *heordth*. Perhaps an explanation for its sound lies in the known Old Saxon and Old Frisian *herth*, Middle Dutch *hert*, and Dutch *haard*.

[ea] 3 – This vowel combination can also sound “ee” such as in *[to] read* (but not the past tense *read*), *bean*, *clean* (but not *clear*), *[to] lead* (the past tense is *led*, not *lead*).

- *Read* as a verb has a very old lineage. Based on the Proto Indo-European root *re(i)-*, it traveled through the Proto Germanic *redan*, the Anglian *redan* and the West Saxon *rædan*. It is possible that the West Saxon *æ* was poorly understood and became the English *ea*. Given the list of “eh” sounding antecedents, it is natural that the spelling yielded a similar sound.
- The origin of *bean* is obscure, though it exists as the Proto Germanic *bauno* and the Old English *bean*. Some linguists believe that it be descended from the Proto Indo-European root *bha-*.
- On the other hand, the verb *to lead* has deep roots. From the Proto Indo-European *leit-* through the Proto Germanic *leidjan*, and the Old English *lædan*. The “ee” sound may be rooted in tradition, as it is present in the Old Saxon *lithan*, Old Norse *lidhan*, Old High German *ga-lidan*, and the Gothic *ga-leithdan*.

[ea] 4 – This vowel combination can also sound “eh” such as in *read* (past tense of *[to] read*), *bread*, *head*, *lead* (the metal), *heard*, *hearse*, *dearth*, and *health*.

- *Read* (past tense of *to read*) is most likely a throw-back to the Proto Indo-European root *re(i)-*, through the Proto Germanic *redan*, the Anglian *redan* and the West Saxon *rædan*. The spelling may have been adopted in order to clarify that it relates to the verb *[to] read* and distinguish it from *red*.
- *Bread* seems to be derived from the Old Norse *braudh*, Danish *brød*, Old Frisian *brad*, Middle Dutch *brot*, Dutch *broot*, German *Brot* (dim. *brötchen*) and Old English *bread*. Given the vowel line progression *au, ø, a, o, oo, ö*, the current sound seems to be a reasonable compromise to allow the new word to keep a link to its antecedents.
- *Head* starts its linguistic traversal from the Proto Indo-European *kaput-* (origin of the Latin *caput*), through the Gothic *haubidh*, Old Saxon *haubid*, German *Haupt*, and Old English *heafod*. There is no agreement as to how it got to sound the way it does.
- *Lead* (the metal) probably stems from the Proto Indo-European root *plou(d)-*, Old Frisian *lad*, Middle Dutch *lood*, and Old English *lead*. Notably, the Latin word for *lead* is *plumbum*, credibly close to the Proto Indo-European root.
- *Heard* (past tense of *[to] hear*) originates in the Proto Indo-European *kous-*, through the Proto Germanic *hauzjan*, the West Saxon *hyran*, Anglian *ge-hieran*, and the Old English *heran*. It would appear that the past tense retains the sound of the Old English word.
- *Hearse* entered English in the late 13th century as Anglo-Latin, from the Latin *hirpex*, through the Medieval Latin *hercia*, Old French *herce*, and Late Old French *herse*. This is a prime example of how morphology has little to do with how a word is pronounced, as the only spelling difference between *hears* (second person singular past tense of *[to] hear*) and *hearse* is the silent e that ends the latter.
- *Dearth* seems to be descended from the Old Saxon *diurtha*, and the root of Old English *deore*; first English language use in the 13th century as *derthe*. In this case, as the spelling changed, the original sound remained with the word as modified.
- *Health* comes from the Proto Indo-European *kailo-*, through the Proto Germanic *hailitho*, and Old English *hældth*, *hal* and *halig*. In this case, there is a clear line of descent sustaining the current pronunciation’s sound.

English is a complicated language that draws its origins and traditions from multiple invaders, immigration waves, intellectual sources, and a multitude of intentional or accidental additions and coinages. Even to native speakers, it is a perplexing creation, based on inherited and created ways to express one’s thoughts. And it has another challenge: using it properly does not always result in being understood, as one’s audience might use the language differently. 🤖

Lt. Col. Arthur E. Woodgate, CAP
SWR Director of Public Affairs

How the Southwest Region Public Affairs Awards Program Works

Starting with the July, 2015 issue of The Fly-By, Southwest Region Commander Col. Mark Smith has decided to continue the January, 2013 directive of then Southwest Region Commander Col. Frank A. Buethe in that region will recognize contributions to The Fly-By as follows:

1. A SWR **CAP Achievement Award** for article publication on three different issues of The Fly-By. Multiple articles in the same issue will count as one.
2. A SWR **Commander's Commendation Award** for article publication on an additional six different issues. Multiple articles in the same issue will count as one.

Region will issue the certificate and send it to the winner's unit at the first available opportunity. The award certificate will be presented at the first available opportunity.

How to Make Submissions Suitable for Publication

Since The Fly-By is posted on the SWR website, it is an external communication. Therefore, as required by CAPR 190-1, Sec. 7.b.(7), articles must be written in Associated Press Style. If a submission that is not in AP Style is selected for publication, it will be edited to this standard. (NHQ/PA has been using AP Style for all external communications since 2005.)

AP Style is defined in the Associated Press Stylebook (available at www.ap.org). For a brief summary, please see "Associated Press Style in a Nutshell," overleaf.

"Article" is defined as a narrative that:

- Is written in AP Style;
- Answers the questions Who, What, When, Where, and Why, and preferably also How;
- Has one or more quotes from participants, with attribution;
- Has two or more digital photos attached (not embedded in the text), with appropriate cutlines (photo captions). An article submitted without digital photos that is selected for publication will count as a half-credit. For full credit, it must have accompanying photos.

General advice on writing a good article

- Get all the facts right, stick to the facts, and do not use hearsay or express opinion.
- Take good digital photos.
 - Do not use digital zoom, or else your photos will lack good focus and definition;
 - Take "action shots" of people doing something interesting that is material to the article;
 - Make sure everyone is in the correct uniform and you identify all.
 - **Note:** Good photos are essential to add immediacy and flavor to the story.
- Get good quotes.
 - Ask participants for their opinion;
 - Get full grade, name, position title and unit of assignment for each quote.
 - Get the individual's consent to publish the quote as recorded (read it back).
 - **Note:** Getting quotes is how you get to express opinion, and get your readers to share the experience that you are writing about.
- Write in good, idiomatic, unadorned English.
 - Do not "pad" your sentences, such as saying "due to the fact that" when "because" will do;
 - Avoid trite expressions, such as "it goes without saying" – if it does, don't say it;
 - Avoid colloquial expressions;
 - Do not write in acronyms – always define the first instance, such as "Federal Aviation Administration" before you use FAA;
 - No nicknames – unless famous, such as "Ike" for Pres. Dwight E. Eisenhower. 🇺🇸

Associated Press Style in a Nutshell

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person’s permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person’s grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as “kid.”
- When a young person is a CAP cadet, never use “boy,” “girl” or “child” but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use “their” for the possessive of a singular subject, such as, “the cadet took their meal.”
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or higher ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. The Navy is the only service that has the grade of Lt.
- Do not use exclamation marks, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the good rules of English grammar and syntax, and follow them.
- **For best results**, buy the latest copy of the Associated Press Stylebook, available at a modest cost at www.ap.org – read it, study it, know it, and use it. 📖